



GOVERNMENT OF SINDH
SINDH MASS TRANSIT AUTHORITY

Dated: 30th NOVEMBER 2020

**MINUTES OF 13th CONSULTANT SELECTION COMMITTEE (CSC) MEETING FOR
KARACHI MOBILITY PROJECT YELLOW BRT**

**PRE-PROPOSAL MEETING AND RESPONSES TO QUERIES FROM SHORTLISTED
CONSULTANTS**

Subsequent to the issuance of the Request for Proposal [the RFP] on 6th November 2020, a pre-proposal (also known as pre-bid) meeting was held in the office of the Sindh Mass Transit Authority on 19th November 2020 as per mentioned in the Instruction to Consultants 2.3, reproduced below for ready reference.

2.3	<p>A pre-proposal conference will be held: Yes [due to the global pandemic of COVID-19, a Pre-Proposal meeting will be arranged with the limited physical participation (1 member from each JV). There will be facility available to join the pre-proposal conference virtually and the connection details would be provided 2 days prior to the actual date of the meeting]</p> <p>Date of pre-proposal conference: 19th November 2020</p> <p>Time: 10:30a.m</p> <p>Address: House # D-43; Block 2; Scheme No. 5; Kehkashan, Clifton, Karachi, Pakistan</p> <p>E-mail: kmp.infra.smta@gmail.com pd.kmp.ylc@gmail.com</p> <p>Contact person/conference coordinator:</p> <p>Muhammad Yousuf Munir (Director Infrastructure / Projects, SMTA)</p> <p>Cell Phone: +92-321-877-3979 Office Phone: +92-21-99332208(Ext 16)</p>
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Due to the second wave of Covid-19, only one representative from shortlisted consultants attended the meeting physically however many attended online through web-link. The invitation to the pre-proposal meeting issued by the SMTA is at **Annexure A**. The 13th CSC meeting was held on 27th November 2020 to discuss the queries received from the shortlisted consultants pertaining to the pre-proposal meeting.

The meeting was started with a welcoming note from the Project Director (Karachi Mobility Project) followed by a brief introduction about the project background after which the consultants were requested to put-forth their queries. After a brief question-answer session, it was requested to all the four consultants to submit their queries in writing which they agreed. It was also decided mutually that the cut-off time to receive queries pertaining to the pre-proposal meeting will be "17:00 hours Karachi - Pakistan time, 23rd November 2020" [Annexure B]. The queries were received from the shortlisted consultants by the decided cut-off time through emails [Annexure C].

The CSC discussed the queries and the draft responses in detail [Annexure D]. It was informed to the CSC that two shortlisted consultants requested for extension in bid submission timelines. The CSC decided that such extension may be given to the consultants till 15th January 2021, if at-least three

Page 1 of 2

shortlisted consultants submitted such request. It was agreed that the draft responses may be sent to the World Bank for their no-objection and issued to the shortlisted consultants subsequently in case there are no major changes received from the World Bank [Annexure E].

It was also agreed by the CSC that in case of extending the bid-submission timelines, an amendment be issued to the consultants to inform them about such extension and that further clarifications may be requested no later than 20th December 2020.



Deputy Director (Contracts)
Sindh Mass Transit Authority
Government of Sindh



Chief Transport
Planning & Development Department,
Government of Sindh



Director (Finance & Accounts)
Sindh Mass Transit Authority
Government of Sindh



Chief Consultant
Transport & Mass Transit Department
Government of Sindh



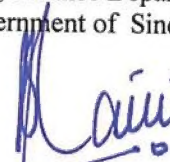
Director (ITS)
Sindh Mass Transit Authority
Government of Sindh



Director, Finance
PPP Unit, Finance Department,
Government of Sindh



Director
(Projects/Infrastructure)
Sindh Mass Transit Authority
Government of Sindh



Project Director,
BRT Yellow Line
Sindh Mass Transit Authority
Government of Sindh



Managing Director
Sindh Mass Transit Authority
Government of Sindh



SMTA INFRA <kmp.infra.smta@gmail.com>

PK-SMTA-122605-CS-QCBS - Eol for Yellow BRT Line

LEOCADIE-THAUVIN Alice (SCE) <alice.leocadie-thauvin@sce.fr>

Fri, Nov 6, 2020 at 5:23 PM

To: SMTA INFRA <kmp.infra.smta@gmail.com>

Cc: "Ashar H. Lodi" <ashar.lodi@exponent.com.pk>, "Aamir Sharif [Gmail]" <aamirshf@gmail.com>, Aamir Sharif <m.aamir@exponent.com.pk>, "managingdirector.smta@gmail.com" <managingdirector.smta@gmail.com>, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, "shariqahmed84@yahoo.com" <shariqahmed84@yahoo.com>, "VIAVANT Romain (SCE)" <romain.viavant@sce.fr>

Dear Sir,

I acknowledge receipt of your e-mail and its attachment: thank you for this good news.

We will confirm our intention to submit a proposal in the coming days.

Best regards,



Alice THAUVIN (Ms.)
Département International – International Department

4 rue Viviani CS 26220

44262 Nantes Cedex 2

FRANCE

Tel. +33 2 51 17 82 39 – Mob. +33 6 49 00 39 93

Skype ID : alicetha

www.sce.fr

GROUPE KERAN

De : SMTA INFRA <kmp.infra.smta@gmail.com>

Envoyé : vendredi 6 novembre 2020 13:15



SMTA INFRA <kmp.infra.smta@gmail.com>

PK-SMTA-122605-CS-QCBS - Eol for Yellow BRT Line

OLANGUA Vincent (SCE) <vincent.olangua@sce.fr>

Mon, Nov 9, 2020 at 5:44 PM

To: "kmp.infra.smta@gmail.com" <kmp.infra.smta@gmail.com>

Cc: Susan Smit <susan@hho.co.za>, Wagner Colombini Martins <wagner.colombini@logiteng.com>, "ashar.lodi@exponent.com.pk" <ashar.lodi@exponent.com.pk>, "SaidMneimne@hillintl.com" <SaidMneimne@hillintl.com>, "BLOT-LACEY Sylvie (SCE)" <sylvie.blot-lacey@sce.fr>

Dear Mr. Project Director,

Our consortium, SCE (leader)/Exponent/LOGIT/HHO/Hill International, confirm our participation of this tender.

Thank you for your confidence.

Best regards,

**Vincent OLANGUA**
International Department Director.....
4, rue Viviani
CS 26220

44 262 NANTES Cedex 2

Tél. + 33 5 59 70 37 10 - Fax. 05 59 93 14 17

Port : + 33 6 70 66 60 46
Vincent.olangua@sce.fr.....
www.sce.fr

GROUPE KERAN

De : SMTA INFRA <kmp.infra.smta@gmail.com>**Envoyé :** vendredi 6 novembre 2020 13:15**À :** LEOCADIE-THAUVIN Alice (SCE) <alice.leocadie-thauvin@sce.fr>**Cc :** Ashar H. Lodi <ashar.lodi@exponent.com.pk>; Aamir Sharif [Gmail] <aamirshf@gmail.com>; Aamir Sharif <m.aamir@exponent.com.pk>; managingdirector.smta@gmail.com; Muhammad Yousuf Munir <director.infra.smta@gmail.com>; Consultant P & C TMTD <planning.smtc@gmail.com>; pd.kmp.ylc@gmail.com; Rafay Ali Laghari <rafay.laghari.smta@gmail.com>; shariqahmed84@yahoo.com



SMTA INFRA <kmp.infra.smta@gmail.com>

Pre-proposal Conference 19th November - Karachi Mobility Project - Yellow Line

SMTA INFRA <kmp.infra.smta@gmail.com>

Wed, Nov 18, 2020 at 11:28 AM

To: "MECQINION Chloé (SCE)" <chloe.mecqinon@sce.fr>

Cc: "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>, "ashar.lodi@exponent.com.pk" <ashar.lodi@exponent.com.pk>, "OLANGUA Vincent (SCE)" <vincent.olangua@sce.fr>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>

Greetings SCE and JV Partners,

Please note that the Pre-Bid meeting of Karachi Mobility Project is scheduled tomorrow (19 Nov 2020) at 10:30am (Pakistan time) at Sindh Mass Transit Authority (same address as mentioned in the RFP). Following web-link may be used to join the meeting online considering the Covid-19 pandemic. However, your representatives may also join the meeting physically as well.

<https://us05web.zoom.us/j/83578612450?pwd=TzRNdDA3YmRuNmZXUWdlldmRqUHpGUT09>

Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Pre-proposal Conference 19th November - Karachi Mobility Project - Yellow Line

MECQINION Chloé (SCE) <chloe.mecqinon@sce.fr>

Mon, Nov 16, 2020 at 3:59 PM

To: "kmp.infra.smta@gmail.com" <kmp.infra.smta@gmail.com>, "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>

Cc: "ashar.lodi@exponent.com.pk" <ashar.lodi@exponent.com.pk>, "OLANGUA Vincent (SCE)" <vincent.olangua@sce.fr>

Dear Mr. Project Director,

Our consortium, SCE (leader)/Exponent/LOGIT/HHO/Hill International, would like to have two representatives at the pre-proposal conference on Thursday, 19th November. Can they both participate physically in the conference or, if not, can you send a link to connect virtually to the meeting, please?

Thank you for your confidence.

Best regards,

Chloé

Chloé MECQINION
Urban specialist

4 Rue Viviani
CS 26220
44262 Nantes Cedex 2
Tél. (+33)642069754 -
Fax. +33 2 51 17 29 99
chloe.mecqinon@sce.fr



www.sce.fr

GROUPE KERAN



SMTA INFRA <kmp.infra.smta@gmail.com>

Submittal EOI for Yellow Line BRT by TYPsa/MMP/AsCE

ADAME DE HEU PATRICIO <padame@typsa.es>

Thu, Nov 12, 2020 at 5:42 PM

To: SMTA INFRA <kmp.infra.smta@gmail.com>, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, "managingdirector.smta@gmail.com" <managingdirector.smta@gmail.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>

Cc: Ejaz Alam <ejaz.alam@mmpakistan.com>, "shariqahmed84@yahoo.com" <shariqahmed84@yahoo.com>, "management@mmpakistan.com" <management@mmpakistan.com>, RODRIGUEZ CASTELLANOS ANTONIO <arcastellanos@typsa.es>, SILVESTRE ALVAREZ FRANCISCO <fsilvestre@typsa.es>, SERNA FERNANDEZ CARMEN <cserna@typsa.es>

Project Director (Karachi Mobility Project)
2020

12 November,

Sindh Mass Transit Authority

Transport & Mass Transit Department

Government of Sindh

House # D-43; Block 2; Scheme No. 5;

Kehkashan, Clifton

Karachi, Pakistan

Preparation of detailed design, procurement support and construction supervision for karachi mobility project (yellow bus rapid transit)

Dear Sir,

This is to confirm that we have received the Request for Proposals (RFP No. PK-SMTA-122605-CS-QCBS) issued on 6th November 2020.

M/s Técnica y Proyectos SA (TYPsa) in JV with MM Pakistan (Pvt) Ltd. shall be submitting our Technical and Financial Proposals as per RFP.

Best regards,

Patricio M. Adame de HeuCountry Manager, MEGD Pakistan | **TYPsa GROUP****Tel:** +92 423 723 4722 | **Mobile:** +92 320 455 4558**Email:** padame@typsa.com



SMTA INFRA <kmp.infra.smta@gmail.com>

Submittal EOI for Yellow Line BRT by TYP SA/MMP/AsCE

SMTA INFRA <kmp.infra.smta@gmail.com>

Wed, Nov 18, 2020 at 11:30 AM

To: ADAME DE HEU PATRICIO <padame@typsa.es>

Cc: Muhammad Yousuf Munir <director.infra.smta@gmail.com>, "managingdirector.smta@gmail.com" <managingdirector.smta@gmail.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>, Ejaz Alam <ejaz.alam@mmpakistan.com>, "shariqahmed84@yahoo.com" <shariqahmed84@yahoo.com>, "management@mmpakistan.com" <management@mmpakistan.com>, RODRIGUEZ CASTELLANOS ANTONIO <arcastellanos@typsa.es>, SILVESTRE ALVAREZ FRANCISCO <fsilvestre@typsa.es>, SERNA FERNANDEZ CARMEN <cserna@typsa.es>

Dear Mr Patricio and JV Partners,
Greetings,

Please note that the Pre-Bid meeting of Karachi Mobility Project is scheduled tomorrow (19 Nov 2020) at 10:30am (Pakistan time) at Sindh Mass Transit Authority (same address as mentioned in the RFP). Following web-link may be used to join the meeting online considering the Covid-19 pandemic. However your representatives may also join the meeting physically.

<https://us05web.zoom.us/j/83578612450?pwd=TzRNdDA3YmRuNmZXUWdlldmRqUHpGUT09>

Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Submission of EOI for Karachi Mobility Project - Yellow Line

Rafey Ahmed Siddiqui <rafey.ahmed@osmani.com>

To: SMTA INFRA <kmp.infra.smta@gmail.com>

Cc: managingdirector.smta@gmail.com, pd.kmp.ylc@gmail.com, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, Rafi shariqahmed84@yahoo.com

Dear all,

Apologies for the delay in response as the email had somehow landed in spam.

We confirm that we have received the RFP and we shall be submitting the proposal as per our original consortium i.e

"K&A - Osmani - Halcrow - NAMA (Joint Venture)"

We do not intend to add any more partners in our submission.

Moreover, one member from Osmani & Co. Pvt. Ltd. shall be attending the pre-proposal conference on behalf of the consortium / JV.

Thanks and Best Regards,

Rafey A Siddiqui, PhD, PE

PMP, ENVSP, LEED AP

Executive Director

Osmani & Company (Pvt.) Ltd.,

Consulting Engineers - Architects - Planners

Osmani House, 245/2-K, Block-6, PECHS,

Karachi-75400, Pakistan.

Ph.: +92-21-3454-6541/2, 3453-6007/8

Fax: +92-21-34534691

Web: www.osmani.com

E-mail: ocl-khi@osmani.com

&

Authorized Representative of the Joint Venture of KA-OCL-HPK-NAMA

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[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Submission of EOI for Karachi Mobility Project - Yellow Line

SMTA INFRA <kmp.infra.smta@gmail.com>

Wed, Nov 18, 2020 at 11:24 AM

To: Rafay Ahmed Siddiqui <rafey.ahmed@osmani.com>

Cc: "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, pd.kmp.ylc@gmail.com, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, shariqahmed84@yahoo.com

Dear Mr.Rafay and your partners,
Greetings,

Please note that the Pre-Bid meeting of Karachi Mobility Project is scheduled tomorrow (19 Nov 2020) at 10:30am at Sindh Mass Transit Authority (same address as mentioned in the RFP).
Following web-link may be used to join the meeting online considering the Covid-19 pandemic.

<https://us05web.zoom.us/j/83578612450?pwd=TzRNdDA3YmRuNmZXUWdldmRqUHpGUT09>

Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Intent to Bid : Karachi Mobility Project – Yellow BRT (Loan no. IBRD 8995-PK, Project ID: P166732)

SMTA INFRA <kmp.infra.smta@gmail.com>

Wed, Nov 18, 2020 at 11:08 AM

To: Karim Zakaria <Karim.Zakaria@dar.com>

Cc: Rehan Zamin <rehanzamin@gmail.com>, Said Hayek <Said.Hayek@dar.com>, Ali Abbany <Ali.Abbany@dar.com>, pd.kmp.ylc@gmail.com, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>

Dear Mr.Karim and JV Partners,

Thank you for your acknowledgement email. We would like to point out a small fact that the RFP was issued through email dated 6th November 2020 and not dated 13th November 2020 (as mentioned in your letter Ref A.3.4 / R 5849 dated 10th November 2020). This is for correction of record only please.

Please note that the Pre-Bid meeting of Karachi Mobility Project is scheduled tomorrow (19 Nov 2020) at 10:30am (Pakistan time) at Sindh Mass Transit Authority (same address as mentioned in the RFP).

Following web-link may be used to join the meeting online considering the Covid-19 pandemic. However your representatives may also join the meeting physically.

<https://us05web.zoom.us/j/83578612450?pwd=TzRNdDA3YmRuNmZXUWdldmRqUHpGUT09>

Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Intent to Bid : Karachi Mobility Project – Yellow BRT (Loan no. IBRD 8995-PK, Project ID: P166732)

Karim Zakaria <Karim.Zakaria@dar.com>

Tue, Nov 10, 2020 at 4:52 PM

To: SMTA INFRA <kmp.infra.smta@gmail.com>

Cc: Rehan Zamin <rehanzamin@gmail.com>, Said Hayek <Said.Hayek@dar.com>, Ali Abbany <Ali.Abbany@dar.com>

Dear Sirs,

Reference to the below email we would like to express our sincere gratitude to M/s Sindh Mass Transit Authority (SMTA) for letting the opportunity to (DAR-NESPAK JV) to participate in the bid for Consulting Services for Preparation of Detailed Design, Procurement Support and Construction Supervision for Karachi Mobility Project (Yellow Bus Rapid Transit).

We, hereby, confirm that we have received the request for proposal, and that we intend to submit our proposal under the joint venture formed between DAR and NESPAK whereby Dar will be the leading party in this JV.

And we remain ready to provide any additional information / clarification you may require.

Regards,

Karim Zakaria

King Fahd Road, Olaya Al-Mass Centre No. 802

P.O. Box: 612, Riyadh 11421 Kingdom of Saudi Arabia

T: +966 11 2013001

dar.com*Please consider the environment before printing this document***From:** SMTA INFRA <kmp.infra.smta@gmail.com>**Sent:** Friday, November 06, 2020 03:29**To:** Rehan Zamin <rehanzamin@gmail.com>**Cc:** Ali Abbany <Ali.Abbany@dar.com>; Madiha BenSlama <Madiha.BenSlama@dar.com>; Ali javaid



SMTA INFRA <kmp.infra.smta@gmail.com>

Submittal EOI for Yellow Line BRT by TYPsa/MMP/AsCE

SMTA INFRA <kmp.infra.smta@gmail.com>

Sat, Nov 21, 2020 at 8:34 PM

To: ADAME DE HEU PATRICIO <padame@typsa.es>

Cc: Muhammad Yousuf Munir <director.infra.smta@gmail.com>, "managingdirector.smta@gmail.com" <managingdirector.smta@gmail.com>, "shariqahmed84@yahoo.com" <shariqahmed84@yahoo.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>, Ejaz Alam <ejaz.alam@mmpakistan.com>, "management@mmpakistan.com" <management@mmpakistan.com>, RODRIGUEZ CASTELLANOS ANTONIO <arcastellanos@typsa.es>, SILVESTRE ALVAREZ FRANCISCO <fsilvestre@typsa.es>, SERNA FERNANDEZ CARMEN <cserna@typsa.es>

Greetings,

Subsequent to the pre-bid meeting held on 19th November 2020, please note that it was decided in the meeting that the cut-off time to receive queries pertaining to the pre-bid is 17:00 hours Karachi - Pakistan time, 23rd November 2020.

Thanks &
Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Pre-proposal Conference 19th November - Karachi Mobility Project - Yellow Line

SMTA INFRA <kmp.infra.smta@gmail.com>

Sat, Nov 21, 2020 at 8:33 PM

To: "MECQINION Chloé (SCE)" <chloe.mecqinon@sce.fr>

Cc: "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>, "ashar.lodi@exponent.com.pk" <ashar.lodi@exponent.com.pk>, "OLANGUA Vincent (SCE)" <vincent.olangua@sce.fr>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, Muhammad Yousuf Munir <director.infra.smta@gmail.com>

Greetings,

Subsequent to the pre-bid meeting held on 19th November 2020, please note that it was decided in the meeting that the cut-off time to receive queries pertaining to the pre-bid is **17:00 hours Karachi - Pakistan time, 23rd November 2020.**

Thanks &
Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Intent to Bid : Karachi Mobility Project – Yellow BRT (Loan no. IBRD 8995-PK, Project ID: P166732)

SMTA INFRA <kmp.infra.smta@gmail.com>

Sat, Nov 21, 2020 at 8:32 PM

To: Karim Zakaria <Karim.Zakaria@dar.com>

Cc: Rehan Zamin <rehanzamin@gmail.com>, Said Hayek <Said.Hayek@dar.com>, Ali Abbany <Ali.Abbany@dar.com>, pd.kmp.ylc@gmail.com, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>

Dear Mr. Karim and JV Partners,
Greetings,

Subsequent to the pre-bid meeting held on 19th November 2020, please note that it was decided in the meeting that the cut-off time to receive queries pertaining to the pre-bid is **17:00 hours Karachi - Pakistan time, 23rd November 2020.**

Thanks &
Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Submission of EOI for Karachi Mobility Project - Yellow Line

SMTA INFRA <kmp.infra.smta@gmail.com>

Sat, Nov 21, 2020 at 8:32 PM

To: Rafay Ahmed Siddiqui <rafay.ahmed@osmani.com>

Cc: "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, pd.kmp.ylc@gmail.com, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, shariqahmed84@yahoo.com

Greetings,

Subsequent to the pre-bid meeting held on 19th November 2020, please note that it was decided in the meeting that the cut-off time to receive queries pertaining to the pre-bid is **17:00 hours Karachi - Pakistan time, 23rd November 2020.**

Thanks &
Regards

[Quoted text hidden]



SMTA INFRA <kmp.infra.smta@gmail.com>

Karachi Mobility Project – Yellow BRT (Loan no. IBRD 8995-PK, Project ID: P166732) - List of queries - Batch-1**Karim Zakaria** <Karim.Zakaria@dar.com>

Mon, Nov 23, 2020 at 1:07 PM

To: SMTA INFRA <kmp.infra.smta@gmail.com>

Cc: Rehan Zamin <rehanzamin@gmail.com>, Said Hayek <Said.Hayek@dar.com>, Ali Abbany <Ali.Abbany@dar.com>, "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, Mohammad Touska <Mohammad.Touska@dar.com>

Dear Sirs,

We, Dar Al-Handasah Consultants (Shair and Partners) & NESPAK, would like to express our sincere gratitude to M/s "Sindh Mass Transit Authority" for the information provided during the pre-bid meeting pertaining to "Consulting Services for Preparation of Detailed Design, Procurement Support and Construction Supervision for Karachi Mobility Project (Yellow Bus Rapid Transit)".

In the same context we are pleased to submit herewith our list of queries which we hope will provide further clarification based on your responses before starting the bidding process.

We remain at your disposal shall you require any additional information or assistance.

Regards,

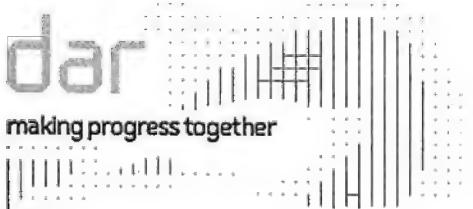
Karim Zakaria

King Fahd Road, Olaya Al-Mass Centre No. 802

P.O. Box: 612, Riyadh 11421 Kingdom of Saudi Arabia

T: +966 11 2013001

dar.com

*Please consider the environment before printing this document*

Pre-bid Queries

- 1) Refer to Clause 19.1 and 23.4 of the Data Sheet, it is suggested that online option of submitting technical and especially Financial Proposal must also be considered. In case online submission of Financial proposal is not allowed, please explain the measures / systems in place for safekeeping the financial proposal (from the date of submission to the date of opening).
- 2) Refer to Clause 21.1 of the Data Sheet (pages 36 and 37), please explain how will the Client evaluate "Experience of the Consultants" for both Design and Construction Supervision phases?
- 3) Refer to page 121 item 1.13, it states that "*Educational Qualification: Shall be a qualified Civil Engineer (professional qualification recognized internationally)*". At the same time, some positions require the professional qualification to be recognized nationally and internationally (refer the position of Occupational, Health and Safety Specialist, for example). Please clarify the difference between Nationally and Internationally recognized qualification?
- 4) Refer to page 125 item (ii), it states that "*The Consultant must provide Curriculum Vitae (CV) and certified copies of highest education certificates for all key staff in the proposal, including duration in person-months for which the staff will be deployed under the contract*". Please clarify the certification requirement.
- 5) The indicative number of man-months shown on pages 128/129 seems to be tight compared to the given scope. Is the client willing to reconsider/increase the indicative estimate person month?
- 6) The Transport & Mass Transit Department (T&MTD) has recently floated the RFP for red Line project, which is to be executed by TransKarachi. T&MTD thru SMTA is executing Yellow BRT. Both the projects' evaluation will be carried out at almost the same time. Can the Consultant propose the same CV's for both projects or they need to be different?
- 7) Refer to page 84 point no. 8, is the consultant scope regarding the integration facilities limited to provide provisional space or a detailed design is required for these facilities? Please advise
- 8) Please confirm if the consultant is allowed to propose different names for the design and supervision stages for non-key staff.



SMTA INFRA <kmp.infra.smta@gmail.com>

Submission of EOI for Karachi Mobility Project - Yellow Line

Rafay Ahmed Siddiqui <rafay.ahmed@osmani.com>

To: SMTA INFRA <kmp.infra.smta@gmail.com>

Cc: "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, pd.kmp.ylc@gmail.com, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, Co <rafay.laghari.smta@gmail.com>, shariqahmed84@yahoo.com

Dear Sir,

We have the following questions:

- Traffic analyses for the proposed interventions are based on current data. No analysis on the future performance of the traffic network (LOS etc) is offered, especial such, traffic forecasting and future LOS conditions in proposed corridors are required.
- Traffic composition in intersections is not clear. Data is needed on the percentage of heavy vehicles, rickshaws and especially motorcycles. Are these available?
- Roundabouts are replaced with traffic lights of possibly lower capacity. A detailed verification on the reasons beyond improving the LOS is necessary?
- Why is LOS improving? Is it because of lower traffic shifted to the BRT line? This is not justified.
- Insights on the BRT performance and operations, as well as estimated ridership are missing.
- Is the feeder network final or may be revised afterwards? What is the percentage or volume of ridership expected to be transferred from the feeder network to the ye
- There are lines running in parallel and relatively close to the BRT line (Yellow trunk 1) – this is actually competing with the Yellow line and not feeding it?
- What is the fleet size expected to operate the BRT?
- The man-months for the supervision phase seems to be insufficient especially if you compare it with an equivalent project being carried out i.e ADB's RedLine BR
- Are these man-months locked or indicative? If they are indicative then it's recommended to kindly lock the requirement so all bidders bid on a level playing field.
- It is requested that all data available with M/s NESPAK in soft form including any design files, geo-tech, traffic, topographic data for the preliminary design stage n does not constitute to be a "conflict of interest".
- As per World Bank bidding procedures, government entities or government owned entities are not allowed to participate in the bidding process. Even though NES lies with the government and government employees. It is requested that beneficial ownership structure of NESPAK as registered with the Securities & Exchange Com of all bidders.
- In the RFP, it is not clear whether it is fixed that any positions have to be filled by international or national professionals. Is it open as per the qualifications?
- Do we proceed straight to the detailed design? Or is feasibility and PC-1 part of our scope?
- It says in the RFP that it is expected that 20 fresh engineers are expected to be placed. Are they in addition to the project proposed man-months?
- Engineers' Facilities especially the vehicles, offices, security of the offices is not clear especially who will be bearing the expenses? The consultant or the Client thr

We have the following remarks/comments that shall need clarification:

S. No.	Observations	Remarks
1	Provided segment is 24-30m ROW	first 1+100m have a single lane for both movement for BRT, is it controlled by signa
2	Provided drawing not showing the ROWs, services road, sharp curves etc.	For proposing standards lanes, separators etc., required ROW, is expropriation allow
3	provided U-turns at kalapull road	Provided U-turns may effect on the existing utilities and for relocation of utility requ
4	Cross-section	Provided cross-section cross fall is not identical and typical cross fall
		Cross-section not showing the motor bike corridor
		Cross-section not showing the utility corridor
5	Pavement	Are pavement types approved?
6	Jam Sadiq, Kalapull and other bridges	for the existing structures, is assessment study done?
7	Stormwater drainage design and relocation	Please share the stormwater drainage and relocation drawings soft copies
8	Drainage in depots	is oil inceptor provided in oil spill locations like washing areas etc.
9	In depots	please share the depots circulation plan
10	Electrification	is exclusively sub - station recommended for depots?
11	Feeders	Are feeders required improvements for road marking and sidewalks only?
12	Road Safety Audits	is RSA required for the details design
13	Pedestrian bridge locations	for the locations of pedestrian bridges, Is pedestrian accessibility study done?
14	On page 8-4, geotechnical, hydro-geological and traffic analysis report requested to do it again in detail design stage	Any good reason to repeat these surveys
15	Traffic management	Traffic management plan is not provided in the report
		Motorcycle lanes are not provided in the preliminary stage drawings, introducing the the ROW
16	Topographic survey	kindly provide the topographic survey (3D) drawings, required the legends on the de
17	Traffic survey	Traffic survey data is insufficient, it may require new survey as well as analysis for f
18	Layout Plan	Layout plan should require legends
19	Depots buildings	Buildings elevations and architecture are approved and finalized. is this structure design are finalized.
20	Street Light Poles	All steel structures are approved
21	Station type	is street light poles size / height and laminar approved
22	Utilities drawing	station elevations and architecture are approved.
		Utilities drawing are not showing the clear picture of existing utilities, this requires again approval and locations of the existing utilities, Due to the critical utilities, road options may be change.
23		Provided cross-section are not showing the utilities corridors
24	At Numaish Area, there is no BUS rest area	At the end point for the Bus rest area or waiting area required at Numaish
25	Traffic Volumes and Horizon Year for Traffic Analysis not mentioned	The basis of traffic volumes (traffic survey / strategic traffic model) is not mentioned horizon year considered to perform traffic analysis is also not mentioned.
26	Tariq road intersection: Grade separation provided only for BRT	Why not for the mixed traffic flow?
27	Khalid Bin Walced: Provided option is diverting the traffic from one junction to another	This junction requires full study including impact of the diverted traffic

1/25/2021

Gmail - Submission of EOI for Karachi Mobility Project - Yellow Line

28	NMC Interchange: Provided option is diverting the traffic from one junctions to another	This junction required full study including impact of the diverted traffic at proposed merging and diverging, weaving etc.)
29	DHA Intersection: Provided option is diverting the traffic from one junction to another	This junction required full study including impact of the diverted traffic after closing east and west bound direction
30	Khayaban-e-Ittehad Intersection: Proposed option of rerouting the right turn through that elevated U-turns would disturb the existing traffic flow due to the formation of weaving sections	traffic analysis of the weaving section should be carried out
31	Six (6) junctions intersections at Korangi industrial area: Provided options are grade separated including BRT lane with 2 lane for mix traffic	Provided improvement should be justified for the horizon year traffic volumes
32	Traffic analysis has been done considering isolated intersections	It is not providing the full understanding of the traffic flow. Traffic study is required considering entire corridor to understand if the proposed op
33	Suggestion	
34	We should conduct traffic analysis for the entire corridor (as one element to evaluate the coordination between the intersections before and after BRT introduction)	

Regards,

Rafey A Siddiqui, PhD, PE
PMP, ENVSP, LEED AP
Executive Director
Osmani & Company (Pvt.) Ltd.,

Consulting Engineers - Architects - Planners
Osmani House, 245/2-K, Block-6, PECHS,
Karachi-75400, Pakistan.
Ph.: +92-21-3454-6541/2, 3453-6007/8
Fax: +92-21-34534691
Web: www.osmani.com
E-mail: ocl-khi@osmani.com

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On Sun, Nov 22, 2020 at 3:51 PM SMTA INFRA <kmp.infra.smta@gmail.com> wrote:
Greetings,

Subsequent to the pre-bid meeting held on 19th November 2020, please note that it was decided in the meeting that the cut-off time to receive queries pertaining to the pre-bid is 12:00

Thanks &
Regards

On Wed, Nov 18, 2020 at 11:24 AM SMTA INFRA <kmp.infra.smta@gmail.com> wrote:
Dear Mr.Rafey and your partners,
Greetings,

Please note that the Pre-Bid meeting of Karachi Mobility Project is scheduled tomorrow (19 Nov 2020) at 10:30am at Sindh Mass Transit Authority (same address as mentioned in)
Following web-link may be used to join the meeting online considering the Covid-19 pandemic,

<https://us05web.zoom.us/j/83578612450?pwd=TzRNdDA3YmRuNmZKUWdlbmRqUHpGUT09>

Regards

On Mon, Nov 16, 2020 at 7:57 PM Rafey Ahmed Siddiqui <rafey.ahmed@osmani.com> wrote:

Dear all,
Apologies for the delay in response as the email had somehow landed in spam.
We confirm that we have received the RFP and we shall be submitting the proposal as per our original consortium i.e

"K&A - Osmani - Halcrow - NAMA (Joint Venture)"

We do not intend to add any more partners in our submission.

Moreover, one member from Osmani & Co. Pvt. Ltd. shall be attending the pre-proposal conference on behalf of the consortium / JV.

Thanks and Best Regards,

Rafey A Siddiqui, PhD, PE
PMP, ENVSP, LEED AP
Executive Director
Osmani & Company (Pvt.) Ltd.,

Consulting Engineers - Architects - Planners
Osmani House, 245/2-K, Block-6, PECHS,
Karachi-75400, Pakistan.
Ph.: +92-21-3454-6541/2, 3453-6007/8
Fax: +92-21-34534691
Web: www.osmani.com
E-mail: ocl-khi@osmani.com

&

Authorized Representative of the Joint Venture of KA-OCL-HPK-NAMA

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SMTA INFRA <kmp.infra.smta@gmail.com>

Submission of EOI for Karachi Mobility Project - Yellow Line

Rafay Ahmed Siddiqui <rafay.ahmed@osmani.com>

To: SMTA INFRA <kmp.infra.smta@gmail.com>

Cc: "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, pd.kmp.ylc@gmail.com, Muhammad Yousof Munir <director.infra.smta@gmail.com>, Co
Laghari <rafay.laghari.smta@gmail.com>, shariqahmed84@yahoo.com

Dear All,

Many Thanks for the response.

We have two more questions as listed below:

1. Please confirm utilities relocation fall within our scope. In Section 2, starting page 41, they mention "The quotation for the said work has been received and the cost included in the approval." Does that mean related authorities will consider? For dry utilities, we have NTC, K-Electric and PTCL utilities to be relocated.

2. We have noted several portions which are not at grade, either bridges or tunnels. Have we done a summary for all items so we can easily refer to it? (At grade, underground)

Kindly also give response of the above and we shall be highly grateful.

Regards,

Rafay A Siddiqui, PhD, PE
PMP, ENVSP, LEED AP
Executive Director
Osmani & Company (Pvt.) Ltd.,

Consulting Engineers - Architects - Planners

Osmani House, 245/2-K, Block-6, PECHS,

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Ph.: +92-21-3454-6541/2, 3453-6007/8

Fax: +92-21-34534691

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On Sat, Nov 28, 2020 at 7:07 PM SMTA INFRA <kmp.infra.smta@gmail.com> wrote:

Greetings Everyone,

Dear Mr Rafay and JV partners,

Please refer to the pre-proposal meeting held in SMTA office on 19th November 2020. In the same regard, please find attached our response to the queries raised by shortlisted consultants.

Further please note that there is no extension in timelines for submission of the proposals.

With best wishes,

Regards

On Mon, 23 Nov 2020, 4:08 PM Rafay Ahmed Siddiqui, <rafay.ahmed@osmani.com> wrote:

Dear Sir,

We have the following questions:

- Traffic analyses for the proposed interventions are based on current data. No analysis on the future performance of the traffic network (LOS etc) is offered; esp service. As such, traffic forecasting and future LOS conditions in proposed corridors are required.
- Traffic composition in intersections is not clear. Data is needed on the percentage of heavy vehicles, rickshaws and especially motorcycles. Are these available?
- Roundabouts are replaced with traffic lights of possibly lower capacity. A detailed verification on the reasons beyond improving the LOS is necessary?
- Why is LOS improving? Is it because of lower traffic shifted to the BRT line? This is not justified.
- Insights on the BRT performance and operations, as well as estimated ridership are missing.
- Is the feeder network final or may be revised afterwards? What is the percentage or volume of ridership expected to be transferred from the feeder network to the BRT line?
- There are lines running in parallel and relatively close to the BRT line (Yellow trunk 1) – this is actually competing with the Yellow line and not feeding it?
- What is the fleet size expected to operate the BRT?
- The man-months for the supervision phase seems to be insufficient especially if you compare it with an equivalent project being carried out i.e ADB's RedLine
- Are these man-months locked or indicative? If they are indicative then it's recommended to kindly lock the requirement so all bidders bid on a level playing field
- It is requested that all data available with M/s NESPAK in soft form including any design files, geo-tech, traffic, topographic data for the preliminary design stage
- NESPAK's bid does not constitute to be a "conflict of interest"
- As per World Bank bidding procedures, government entities or government owned entities are not allowed to participate in the bidding process. Even though 100% ownership lies with the government and government employees. It is requested that beneficial ownership structure of NESPAK as registered with the Securities & Exchange Commission be disclosed with all for the satisfaction of all bidders.
- In the RFP, it is not clear whether it is fixed that any positions have to be filled by international or national professionals. Is it open as per the qualifications?
- Do we proceed straight to the detailed design? Or is feasibility and PC-1 part of our scope?
- It says in the RFP that it is expected that 20 fresh engineers are expected to be placed. Are they in addition to the project proposed man-months?
- Engineers' Facilities especially the vehicles, offices, security of the offices is not clear especially who will be bearing the expenses? The consultant or the Client?

We have the following remarks/comments that shall need clarification:

S. No.	Observations	Remarks
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SMTA INFRA <kmp.infra.smta@gmail.com>

Pre-proposal Conference 19th November - Karachi Mobility Project - Yellow Line

MECQINION Chloé (SCE) <chloe.mecqinion@sce.fr>

Mon, Nov 23, 2020 at 4:00 PM

To: SMTA INFRA <kmp.infra.smta@gmail.com>

Cc: "pd.kmp.ylc@gmail.com" <pd.kmp.ylc@gmail.com>, "ashar.lodi@exponent.com.pk" <ashar.lodi@exponent.com.pk>, "OLANGUA Vincent (SCE)" <vincent.olangua@sce.fr>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, "susan@hho.co.za" <susan@hho.co.za>, "Mneimne, Said" <SaidMneimne@hillintl.com>, "wagner.colombini@logiteng.com" <wagner.colombini@logiteng.com>, "Fakhar Un Nisa, Syeda" <SyedaFakharUnNisa@hillintl.com>, "Singh, Alok" <AlokSingh@hillintl.com>

Dear Mr. Project Director,

On behalf of the consortium SCE (leader)/Exponent/LOGIT/HHO/Hill International, please find attached our request for clarifications.

Many thanks in advance for confirming receipt of this letter,

Best regards,

Chloé Mecqinion

Chloé MECQINION
Urban specialist

.....
.....
4 Rue Viviani
CS 26220
44262 Nantes Cedex 2
Tél. (+33)642069754 -
Fax. +33 2 51 17 29 99
chloe.mecqinion@sce.fr
.....
.....

sce
Aménagement
& environnement



.....
www.sce.fr
GROUPE KERAN

**CONSULTING SERVICES FOR PREPARATION OF DETAILED DESIGN,
PROCUREMENT SUPPORT AND CONSTRUCTION SUPERVISION FOR
KARACHI MOBILITY PROJECT (YELLOW BUS RAPID TRANSIT)**

RFP No: PK-SMTA-122605-CS-QCBS

Client: Sindh Mass Transit Authority, Karachi

Country: Islamic Republic of Pakistan

Issued on: 06th November 2020

1/ Given the current conditions (limited international circulation due to Covid-19) and the time needed for sending in the original proposal, would it be possible to have an extension of the deadline for the submission of this proposal of at least 2 weeks?

2/ p.125 *Consultants are also expected to maintain a minimum twenty number of trainee professionals (fresh graduates from local universities accredited by HEC Pakistan) .*

Would it be possible to specify the exact expectations related to training of young professionals?

3/ p.125 *The Consultant must provide Curriculum Vitae (CV) and certified copies of highest education certificates for all key staff in the proposal.* Given the limited number of pages (75) for the TECH -6, is it required to provide the training certificates together with the CVs of the key experts?

4/ Evaluation of key CVs: Can a significant professional experience compensate for a diploma that would fall short of the expectations of the terms of reference? For example, would an international profile with more than 30 years of professional experience in the transport sector and a Bachelor's degree be able to score the maximum number of points for the position of team leader?

5/ Is it possible to propose the same expert for two positions if the skills of the expert and respective inputs per position allow this combination? This would be especially useful for positions which are similar in phase 1 and phase 2. Having the same expert would contribute to increase the consistency and efficiency of the team. In particular, can you confirm that the following combinations might be considered:?

- - Senior Procurement Specialist **and** Senior Contract Management Specialist
- - Senior Urban Road & BRT System Expert / Team Leader Design **and** Chief Resident Engineer / Team Leader Construction.

6/ p.125 *Senior Urban Road & BRT System Expert/Team Leader Design, Senior BRT System Design Expert, Senior Procurement Specialist, Chief Resident Engineer/Team Leader Construction and Senior Contract Management Specialist need to be from the Lead firm .* In the context of a joint venture, is it possible that a partner company (JV member) provide some of these positions?



SMTA INFRA <kmp.infra.smta@gmail.com>

Submittal EOI for Yellow Line BRT by TYPsa/MMP/AsCE

Ejaz Alam <ejaz.alam@mmpakistan.com>

Mon, Nov 23, 2020 at 5:07 PM

To: SMTA INFRA <kmp.infra.smta@gmail.com>, ADAME DE HEU PATRICIO <padame@typsa.es>
Cc: Muhammad Yousuf Munir <director.infra.smta@gmail.com>, management@mmpakistan.com, RODRIGUEZ CASTELLANOS ANTONIO <arcastellanos@typsa.es>, SILVESTRE ALVAREZ FRANCISCO <fsilvestre@typsa.es>, SERNA FERNANDEZ CARMEN <cserna@typsa.es>, sajjad.anwar@mmpakistan.com

Dear Sirs,

Please find attached our queries.

Best regards.

Ejaz Alam

Ejaz Alam | Projects Director | MM Pakistan (Pvt) Ltd | Dolmen Estate, 4th Floor, 18-C, Block 7-8, Union Commercial Area, Shaheed-e-Millat Road, Karachi, Pakistan |

☎ Tel: +92 (0) 21 34320527-28, 34320637, 34550651, 34380518 (switchboard) | ☎ Fax: +92 (0) 21 34524819 |

✉ e-mail: ejaz.alam@mmpakistan.com | 🌐 url: www.mmpakistan.com |

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Clarifications (Yellow Line TOR) combined (4).docx
30K

Clarifications required with respect to the ToR :

1. Ref: Page 79:

There is clear indication that environmental and social assessment has to be carried out afresh. **Please confirm.**

2. Ref: Page 79:

Though ITS is an integral part of the BRT system, it is not mentioned as to **who will be responsible for ITS and fare system equipment detail design?**

3. Ref: Page 80: Objective of the assignment: Point No 1:

As per the RFP Objectives, it is mentioned within the Scope of Services the development of Value Engineering (VE). **Please, confirm that the VE will be only regarding materials and some typologies/options, not any change in the geometric design and main design typologies.**

4. Ref:Page 81:

Refers to the need of implementing the lessons learnt from previous projects developed in the area.

Could we have access the project documentation for Red and Green BRT line.

5. Ref: Point 1; Page 82:

For the Preparation of this RFP we have assumed that the Client has already performed its own traffic assessment and modelling for the BRT Yellow Line and for the off-corridors, thus it shouldn't be needed to perform any additional traffic counting and traffic studies. **Please, confirm.**

6. Ref: Page 83:

Additional recommendations for detailed design states in section 5, that consultant should carry out as part of the detailed design a detailed accessibility analysis of a larger area.

Could you please establish some parameters that will enable us to evaluate the scope of a "larger area"?

7. Ref: Point 14; Page 85:

It is written that "It must be ensured at the detail design phase that outfall location & disposal point (Existing drain or Nullah) of the pipe discharging the flow generated from underpasses is clear and free from all debris". **To be noted that the maintenance / cleaning work is under the city administration.**

8. Ref: Page 85; Point 19:

It is written as "Jam Sadiq bridge should be further studied in conjunction with the proposed project of Malir Expressway". **Malir Expressway proposed design be provided by the Client along with traffic survey and projection report?**

9. Ref: Page 89:

To harmonized the designs proposed with those developed for other corridors within KMTR network.

Is there a general guideline of standards for stations established for the KMTR network?

Is there a corporate image guideline for the passenger information signage in stations ?

10. Ref: Page 89

Please confirm if a projected passenger demand with peak hour alighting and boarding, interchange with other lines passenger data will be provided for each station?

11. Ref: Page 89 & 94

The consultant will also defined equipment and components in terms of functional specifications.

Could you please specify your understanding of "components"?

In the depot includes maintenance and administrative purpose, would there be an operational report stating the actual operational and maintenance requirements?

12. Ref: Page 93, Electrical supply, Traffic Signal & Street Lighting:

It is written as "The Consultant shall prepare detailed engineering designs for the electrical supply system and street lighting within the corridor, including lighting system for stations and underpasses, by exploring innovative, cost-effective easy to maintain an environment-friendly approach, including solar". **To what extent Solar System needs to be utilized in electrical system design as Structures of the Bus Station shall have to be designed accordingly?**

13. Ref: Page 96: Off-Corridor Interventions:

What will be the extent / scope of the design of off-corridor interventions?

14. Ref: Page 96: Off-Corridor Interventions:

Off-Corridors essentially constitute the provision of shelters only at intermittent spacing therefore provision of NMT along the off-corridor routes is apparently not feasible.

15. Ref: Environmental and Social Safeguards; Page 96:

As per EIA's final report May, 09, 2019, as provided along with RFP, it appears that it has not been to dully completed the requisite SEPA's approval is yet to be obtained

Tariq Road and KPT interchange" require complex solutions and these were not studied in detail/technical depth that is required, and is pending to be carried out during detailed design". It is mentioned that the consultant shall conduct detail baseline survey.

In consideration of above, it is likely that following shall be needed to be undertaken for the total route. Obtaining of further baseline data;

1. Ambient Air Quality
2. Noise Monitoring
3. Biological Environment including Flora & Fauna data etc.
4. Socio-Economic Survey
5. Meteorology and Climate data
6. Surface & Groundwater Monitoring etc.
7. Wastewater Monitoring etc.
8. Sensitive areas

Please clarify that the above outlined task are to be carried out by the consultant.

16. Ref: Para vi; Page 97:

Support the client in conducting stakeholders' consultation/workshop, if required, document the concerns, suggestions and improvements proposed and incorporate the outcomes in revised EIA, SIA, and CLRP.

As a normal practice the client bear the costs pertaining to;

1. SEPA NOC application Fees
2. Newspaper advert cost
3. Hotel cost for conducting the public hearing
4. Post public hearing / expert meeting
5. Due diligence of the two Depots

Please clarify the exact supports as may be required by the client to enable them to conduct their stakeholder's consultation and workshop

17. Ref: Para iv; Page 97:

Should the footprint or alignment of the project be modified causing additional potential adverse livelihood impacts not covered in the existing CLRP or were not within the scope of the CLRP prepared during the preliminary design stage, conduct additional assessment of livelihood impacts as required.

In all probability the LRP will have to be done again and as it is an extensive exercise, **your confirmation is required to incorporate in costing.**

18. Ref: Para xi; Page 98 :

Guide and support the Client in arranging the re-disclosure of SG documents, at/on all appropriate forums including official websites of GoS, SMTA and PMT.

Please clarify the exact supports as may be required by the client to enable them to conduct disclosure of Safeguard documents in all appropriate forums?

19. Ref: Point No xiv; Page 98:

We assume all the works will be included within the Right of Way (RoW) either for the BRT YL and for the off-corridors, thus no need land acquisition. **Please, confirm.**

20. Ref:Page 99; Section 4.1.6:

There is no definition of the Lod and uses of the BIM model, while in pg110, there is a detail definition of what would be required for the BIM Model.

Please confirm if the Pg 110 Bim standards are applicable in design development stage.

21. Ref: Page No 99; BIM Model:

The RFP is a bit opened in terms of BIM requirements. **Please, specify a bit more the BIM Requirements.** We assume for the Detailed Design LOD between 250 and 350, depending on the discipline and a Level of 3D. Please, confirm.

22. Ref: Page 100: Table 3, Package 4:

This Package is on priority and it is stated that the bidding document is to be completed in two months. The detailed design review of D & B will be in three weeks. After the submission of the design by the contractor, the time for the bidding process, the selection of bidder, and the bidding award of the contract is not mentioned.

23. Ref: Page 111: Table 4 & Page 115: Table 6:

The schedule of delivery for "Supporting Studies and Analysis" requires eight engineering reports with analysis, all to be submitted in 3 months whereas Table 6 on page 115 shows 4 months.

Besides, in any case be it 3 months or 4 months the duration envisaged is extremely tight and needs to be re-assessed. It is also evident from the fact that some of the surveys are interdependent like a utility survey is dependent on topographic surveys and coordination with utility agencies. And so on --- and thus the time duration be rationalized.

Please, clarify if the site surveys and approvals are included within this programme. And if so, please, clarify the review and approvals processes to be allocated in the Programme.

24. Ref: Page 112 Table 5 & Page 115: Table 6:

It is mentioned that Procurement Package 3 & 5 in table 5 shows 7 months whereas in table 6 on page 115 it shows more than 7 months.

25. Ref: Page 125; Some Important Considerations (ii) :

It is mentioned that certified copies of the highest educational certificates shall be provided of all the key staff. **Clarification is required as to whose certification shall be acceptable.**

26. Ref: Point No 1; Page No 125:

Some of the Key experts requested for the Phase 1, are very difficult to find and have them located in Pakistan 80% of their assignment dedication. The Design profiles must dedicate most of their time with the design teams (mostly overseas). **Please, clarify if that percentage can be reduced in the Methodology to get the best specialist world-wide.**

27. Ref: Point (i); Page 125:

Estimated Staff Man-months are provided on Pg. 125 of the RFP, for the Key and Non-Key Staff. The RFP requires that the proposal shall include at least the estimate provided in the RFP (Pg. 18 & 34). Man-months adjustment may be required in the Specified Staff to accommodate other required staff and some positions need to be moved between Key and Non-Key Staff, e.g., BIM Specialist. **Confirmation Required.**

28. **Please, clarify if there are more site campaigns** (i.e. geotechnical surveys, topographical surveys, traffic counting, road inventory, etc.) available for the Detailed Design than the ones included in the Yellow Line 2019 Preliminary Design.

29. The RFP scores specific experience in design and construction supervision in BRT and in Asia. We wonder if experiences in BRT in other countries will also be accepted and value.

30. Please confirm that there is no initial capacity analysis for the stations.

31. Please confirm if there is a capacity analysis for Depot, required number of bus parking spaces and maintenance areas.

32. There is no preliminary identification of possible intermodal stations. **Please indicate if there is an initial approach to which stations will have important intermodal exchange, and these type of stations will have to design as a special type.**

33. Is there any standard and code established to defined life& safety strategy?

34. Refer Sec 02 ITC- Data sheet clause 17.9 page 36.

Request for one month extension in bid submission in consideration of the fact that it is going to be Christmas around; generally holiday/ leave season; and limitations in working timing etc due to the increasing pandemic.

#	QUERIES	RESPONSE
1	Traffic analyses for the proposed interventions are based on current data. No analysis on the future performance of the traffic network (LOS etc) is offered, especially for those intersections currently in a good level of service. As such, traffic forecasting and future LOS conditions in proposed corridors are required	<p>Please refer to the Preliminary Design and Feasibility Study reports, attached herewith.</p> <p>Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1)</p>
2	Traffic composition in intersections is not clear. Data is needed on the percentage of heavy vehicles, rickshaws and especially motorcycles. Are these available?	<p>Please refer to the Preliminary Design and Feasibility Study reports, attached herewith.</p> <p>Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1).</p>
3	Roundabouts are replaced with traffic lights of possibly lower capacity. A detailed verification on the reasons beyond improving the LOS is necessary?	<p>Please refer to the Preliminary Design and Feasibility Study reports, attached herewith.</p> <p>Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1).</p> <p>The selected Consultant should conduct a review of the preliminary designs, do further analysis and answer this type of questions.</p>
4	Why is LOS improving? Is it because of lower traffic shifted to the BRT line? This is not justified.	<p>Please refer to the Preliminary Design and Feasibility Study reports, attached herewith.</p> <p>Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1).</p>

ANNEXURE
D

5	Insights on the BRT performance and operations, as well as estimated ridership are missing.	Please refer to the feasibility study attached.
6	Is the feeder network final or may be revised afterwards? What is the percentage or volume of ridership expected to be transferred from the feeder network to the yellow line?	The BRT operational plan may be revised but will not change drastically.
7	There are lines running in parallel and relatively close to the BRT line (Yellow trunk 1) – this is actually competing with the Yellow line and not feeding it?	Please refer to section 2.2 of the feasibility study report. Bus Routes will be reorganized to avoid competition with the BRT services.
8	What is the fleet size expected to operate the BRT?	Please see feasibility study report.
9	The man-months for the supervision phase seems to be insufficient especially if you compare it with an equivalent project being carried out i.e. ADB's Redline BRT.	Please note that these are indicative person-months. It is important to propose the suitably qualified professional against the "Key-Positions" as those will be assessed and scored during the Technical Evaluation Stage. Consultants are encouraged to review and propose a Team which, according to them, is suitable to deliver the required assignment. Proposals with staffing variations of non-key positions than the specified ones must provide suitable justification for the staffing replacing arrangement. In addition to the personnel designated in the TORs, the Consultant shall determine the additional technical staff requirements for the assignment (engineers, procurement assistants, contract management assistants, quantity surveyors, utility coordinators, surveyors, laboratory technicians, etc.) to assist with simultaneous preparation of Detailed Design for Yellow BRT Corridor and off-corridors, and on-site supervision of the works.
10	Are these man-months locked or indicative? If they are indicative then it's recommended to kindly lock the requirement so all bidders bid on a level playing field.	Same as Response No. 09

11	It is requested that all data available with M/s NESPAK in soft form including any design files, geo-tech, traffic, topographic data for the preliminary design stage may please be made available to all bidders so that NESPAK's bid does not constitute to be a "conflict of interest".	Please note that the email dated 6 th November 2020 wherein the RFP was issued to the shortlisted consultants contained a web-link from where all deliverables of preliminary design from M/s NESPAK, could be downloaded. For ready reference, below is the web-link, https://drive.google.com/drive/folders/1U3hifPJt0cxjNaAzlCgSh5rpByvr4BcW?usp=sharing
12	As per World Bank bidding procedures, government entities or government owned entities are not allowed to participate in the bidding process. Even though NESPAK is registered as a "Private Limited", the beneficial ownership lies with the government and government employees. It is requested that beneficial ownership structure of NESPAK as registered with the Securities & Exchange Commission of Pakistan may please be shared with all for the satisfaction of all bidders.	Please note that the World Bank has provided No-Objection on the proposed shortlisted consultants. A detailed evaluation at the pre-qualification level has been made according to the World Bank procurement guidelines.
13	In the RFP, it is not clear whether it is fixed that any positions have to be filled by international or national professionals. Is it open as per the qualifications?	Please note that the staffing / positions to be proposed must meet the qualifications as mentioned in the terms of reference. There is no particular requirement of nationality as such. However please note that the <i>Senior Urban Road & BRT System Expert/Team Leader Design, Senior BRT System Design Expert, Senior Procurement Specialist, Chief Resident Engineer/Team Leader Construction and Senior Contract Management Specialist</i> need to be from the Lead firm and based in Karachi for minimum eighty percent (80%) of their required person months as mentioned in the Table 7 of TORs.

14	Do we proceed straight to the detailed design? Or is feasibility and PC-1 part of our scope?	<p>The project PC-1 and the feasibility study have already been prepared and approved.</p> <p>The consultant is required to fulfill the tasks as mentioned in the TORs or any additional task which may be deemed appropriate as per the mutual consent of the client and the consultant. However, please note that during the course of the project, if there is a need revise the PC1, it will be a part of the scope under this assignment.</p>
15	It says in the RFP that it is expected that 20 fresh engineers are expected to be placed. Are they in addition to the project proposed man-months?	The successful consultant is expected to maintain a <i>minimum</i> twenty number of trainee professionals (fresh graduates from local universities accredited by HEC Pakistan). This is in addition to the indicative man-months required and their costing is expected to be the part of financial proposal.
16	Engineers' Facilities especially the vehicles, offices, security of the offices is not clear especially who will be bearing the expenses? The consultant or the Client through works contracts or otherwise.	Please refer to the "Implementation Arrangements" in the TORs.
17	Given the current conditions (limited international circulation due to Covid-19) and the time needed for sending in the original proposal, would it be possible to have an extension of the deadline for the submission of this proposal of at least 2 weeks?	The deadline for submission of proposals will not be extended. COVID-19 situation should not affect the preparation of proposals, virtual meetings can do it.
18	P.125 Consultants are also expected to maintain a minimum twenty number of trainee professionals (fresh graduates from local universities accredited by HEC Pakistan). Would it be possible to specify the exact expectations related to training of young professionals?	The intention is to develop the capacity and to encourage the local fresh graduates to be the part of such projects. It will help them to develop skills in planning, design, procurement and implementation of urban transport projects. Accordingly, these young professionals are required to work with a senior member of the Consultant's Team and gain practical experience using 'learn by doing' examples.

19	<p>P.125 The Consultant must provide Curriculum Vitae (CV) and certified copies of highest education certificates for all key staff in the proposal. Given the limited number of pages (75) for the TECH -6, is it required to provide the training certificates together with the CVs of the key experts?</p>	<p>No, it is not required to provide the training certificates. It is required that all such details are mentioned in the respective CVs. The Client may ask later for such documentary evidence if required from the selected Consultant.</p>
20	<p>Evaluation of key CVs: Can a significant professional experience compensate for a diploma that would fall short of the expectations of the terms of reference? For example, would an international profile with more than 30 years of professional experience in the transport sector and a Bachelor's degree be able to score the maximum number of points for the position of team leader?</p>	<p>No. The proposed Key-staff should meet both the education as well as the experience requirements. One does not substitute for the other.</p> <p>There is a score allocated to higher academic qualification. If there is a "Professional Qualification" like Chartered or Professional Engineer accredited by international professional body like ICE etc. This professional qualification will be adequately recognized.</p>
21	<p>Is it possible to propose the same expert for two positions if the skills of the expert and respective inputs per position allow this combination? This would be especially useful for positions which are similar in phase 1 and phase 2. Having the same expert would contribute to increase the consistency and efficiency of the team. In particular, can you confirm that the following combinations might be considered?</p> <ul style="list-style-type: none"> - Senior Procurement Specialist and Senior Contract Management Specialist. - Senior Urban Road & BRT System Expert / Team Leader Design and Chief Resident Engineer / Team Leader Construction. 	<p>No, it is not possible to combine two positions for the same staff.</p>

22	<p>P.125 Senior Urban Road & BRT System Expert/Team Leader Design, Senior BRT System Design Expert, Senior Procurement Specialist, Chief Resident Engineer/Team Leader Construction and Senior Contract Management Specialist need to be from the Lead firm. In the context of a joint venture, is it possible that a partner company (JV member) provide some of these positions?</p>	<p>No there is no such possibility. Please note that these positions need not only to be from lead firm but also are required to be based in Karachi for the minimum 80% of their required person months as mentioned in the TORs.</p>
23	<p>Refer to Clause 19.1 and 23.4 of the Data Sheet, it is suggested that online option of submitting technical and especially Financial Proposal must also be considered. In case online submission of financial proposal is not allowed, please explain the measures / systems in place for safekeeping the financial proposal (from the date of submission to the date of opening).</p>	<p>There is no electronic procurement system in place with the Client currently. Therefore, the Proposals (Technical and Financial) must be submitted in accordance with the instructions as contained in the RFP. However, the security of the technical and financial proposals is the responsibility of the Client and will be taken care of accordingly.</p>
24	<p>Refer to Clause 21.1 of the Data Sheet (pages 36 and 37), please explain how will the Client evaluate "Experience of the Consultants" for both Design and Construction Supervision phases?</p>	<p>The Client will assess whether the Consultant has experience in preparing detailed design, providing procurement support and construction supervision services <i>in</i> Bus Rapid Transit (BRT) projects in Asia and the number of such completed projects.</p>
25	<p>Refer to page 121 item 1.13, it states that "Educational Qualification: Shall be a qualified Civil Engineer (professional qualification recognized internationally)". At the same time, some positions require the professional qualification to be recognized nationally and internationally (refer the position of Occupational, Health and Safety Specialist, for example). Please clarify the difference between nationally and internationally recognized qualifications?</p>	<p>By default, all educational qualification must be recognized nationally and internationally. Please note that the educational qualifications obtained from Pakistan must be recognized by the relevant regularizing agencies, for example HEC / PEC. The same requirement goes for the foreign educational qualifications.</p>

26	Refer to page 125 item (ii), it states that "The Consultant must provide Curriculum Vitae (CV) and certified copies of highest education certificates for all key staff in the proposal, including duration in person-months for which the staff will be deployed under the contract". Please clarify the certification requirement.	Those must be certified copies of the college degrees. The certification of copies of diplomas should follow each country official procedure. However if such certified copies cannot be arranged at the proposal submission stage, please note that the Client/Employer will have the right to verify those documents prior to the award of the contract.
27	The indicative number of man-months shown on pages 128/129 seems to be tight compared to the given scope. Is the client willing to reconsider/increase the indicative estimate person month?	Please see response to a similar question number 9.
28	The Transport & Mass Transit Department (T&MTD) has recently floated the RFP for red Line project, which is to be executed by TransKarachi. T&MTD thru SMTA is executing Yellow BRT. Both the projects' evaluation will be carried out at almost the same time. Can the Consultant propose the same CV's for both projects or they need to be different?	This decision needs to be taken by the Consultant submitting two proposals at the same time. However, in the event that the same Consultant is selected for both projects, same expert(s) cannot work on both projects and they need to be replaced with other qualified staff of equal or better credentials..
29	Refer to page 84 point no. 8, is the consultant scope regarding the integration facilities limited to provide provisional space or a detailed design is required for these facilities? Please advise.	Detailed design is required for these.
30	Please confirm if the consultant is allowed to propose different names for the design and supervision stages for non-key staff.	No, this is not allowed staff designation/title Please note that at the proposal stage, Consultants are not required to provide the CVs of non-key staff. These will be proposed by the selected firm after contract award but the Client reserves the right to reject at that time any proposed non-key staff if he/she does not meet the requirements set in the RFP.

31	Ref: Page 79: There is clear indication that environmental and social assessment has to be carried out afresh. Please confirm.	These need to be updated to reflect the final detailed designs. Please go through Environmental and Social Safeguards section at Page 96-98.
32	Ref: Page 79: Though ITS is an integral part of the BRT system, it is not mentioned as to who will be responsible for ITS and fare system equipment detail design?	There is a separate component under the project PC-1 for the preparation of ITS design and equipment procurement. However, the detail design consultant will be provided with relevant design details to incorporate in the detailed design of infrastructure for further implementation of ITS facilities.
33	Ref: Page 80: Objective of the assignment: Point No 1: As per the RFP Objectives, it is mentioned within the Scope of Services the development of Value Engineering (VE). Please, confirm that the VE will be only regarding materials and some typologies/options, not any change in the geometric design and main design typologies.	Please note that the Value Engineering be exercised for overall project, predominantly in terms of materials selection, optimization of pavement structures, systematization of structures and components, and technology, including possible changes to geometric and structural designs to determine if better cost-effective alternatives are viable, however without compromising the quality and functionality of the infrastructure along the Yellow BRT Corridor and off-corridors.
34	Ref: Page 81: Refers to the need of implementing the lessons learnt from previous projects developed in the area. Could we have access the project documentation for Red and Green BRT line.	This should not affect the preparation of proposals; however the Client will share with the selected Consultant all relevant material from other BRT projects under the Client's mandate, in the best interest of the Project.
35	Ref: Point 1; Page 82: For the Preparation of this RFP we have assumed that the Client has already performed its own traffic assessment and modelling for the BRT Yellow Line and for the off-corridors, thus it shouldn't be needed to perform any additional traffic counting and traffic studies. Please, confirm.	<p>Please refer to the Preliminary Design and Feasibility Study reports, attached herewith.</p> <p>Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1). For the already performed analysis , please refer to the Feasibility Study report and the Preliminary Design report , both.</p>

36	<p>Ref: Page 83:</p> <p>Additional recommendations for detailed design states in section 5, that consultant should carry out as part of the detailed design a detailed accessibility analysis of a larger area. Could you please establish some parameters that will enable us to evaluate the scope of a “larger area”?</p>	<p>The accessibility analysis should be conducted within 500 m of each side of the Yellow Corridor.</p>
37	<p>Ref: Point 14; Page 85:</p> <p>It is written that “It must be ensured at the detail design phase that outfall location & disposal point (Existing drain or Nullah) of the pipe discharging the flow generated from underpasses is clear and free from all debris”. To be noted that the maintenance / cleaning work is under the city administration.</p>	<p>This is meant to ensure that the detail designs of drains and disposal points are adequate and not sub-optimal in size, type, mechanical systems and quality. Obviously, these will need to be maintained but their designs must be adequate in the first place.</p>
38	<p>Ref: Page 85; Point 19:</p> <p>It is written as “Jam Sadiq bridge should be further studied in conjunction with the proposed project of Malir Expressway”. Malir Expressway proposed design be provided by the Client along with traffic survey and projection report?</p>	<p>The detailed design of the Malir Expressway is yet to be done. Apart from this, relevant information will be provided at the later stage during the preparation of the detailed design to the selected Consultant.</p>
39	<p>Ref: Page 89:</p> <p>To harmonize the designs proposed with those developed for other corridors within KMTR network. Is there a general guideline of standards for stations established for the KMTR network? Is there a corporate image guideline for the passenger information signage in stations?</p>	<p>The preliminary designs of the Yellow Corridor, especially for the stations, followed similar designs than those of other BRT corridors being developed in the city. Other relevant information will be provided at the later stage during the preparation of the detailed design to the selected consultant.</p>

40	<p>Ref: Page 89</p> <p>Please confirm if a projected passenger demand with peak hour alighting and boarding, interchange with other lines passenger data will be provided for each station?</p>	<p>Please refer to the Preliminary Design and Feasibility Study reports, attached herewith. In particular, please refer to Annex A of the feasibility study report.</p> <p>Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1).</p>
41	<p>Ref: Page 89 & 94</p> <p>The consultant will also defined equipment and components in terms of functional specifications.</p> <p>Could you please specify your understanding of "components"? In the depot includes maintenance and administrative purpose, would there be an operational report stating the actual operational and maintenance requirements?</p>	<p>Equipment and components for stations are all electromechanical parts of a station (lifts, generators, escalators, electricity, HVAC, plumbing etc..). This does not include ITS and fare collection though which is to be addressed in a separate contract.</p> <p>For depot operations and maintenance requirement, please refer to the Preliminary Design report, section 5.5</p>
42	<p>Ref: Page 93, Electrical supply, Traffic Signal & Street Lighting:</p> <p>It is written as "The Consultant shall prepare detailed engineering designs for the electrical supply system and street lighting within the corridor, including lighting system for stations and underpasses, by exploring innovative, cost-effective easy to maintain an environment-friendly approach, including solar". To what extent Solar System needs to be utilized in electrical system design as Structures of the Bus Station shall have to be designed accordingly?</p>	<p>Using solar system should definitely be explored as part of the Value Engineering analysis. If it is found to be feasible then it should be proposed and discussed with the Client to take a final decision on it.</p>

43	<p>Ref: Page 96: Off-Corridor Interventions:</p> <p>What will be the extent / scope of the design of off-corridor interventions?</p>	<p>General information on off-corridor routes is provided in the Preliminary Designs report.</p> <p>The consultants are to prepare designs for the overall cross section of all off-corridors segments confirmed for the opening year, including, <i>but not limited to</i>, bus shelters, passenger waiting platforms, carriageways, intersections, NMT, and roadside facilities, as deemed necessary and following the proposed and approved design framework developed during preliminary design stages. The final definition of the off-corridor segments subject to detailed design will be confirmed and communicated by the Client upon confirmation of the feeder/complementary route network to operate on opening year.</p>
44	<p>Ref: Page 96: Off-Corridor Interventions:</p> <p>Off-Corridors essentially constitute the provision of shelters only at intermittent spacing therefore provision of NMT along the off-corridor routes is apparently not feasible.</p>	<p>See above.</p> <p>The survey of the off-corridors routes will determine the feasibility of all interventions, however the provision of NMT facilities (sidewalks and crossings) should be given priority over motorized facilities.</p>
45	<p>Ref: Environmental and Social Safeguards; Page 96:</p> <p>As per EIA's final report May, 09, 2019, as provided along with RFP, it appears that it has not been to dully completed the requisite SEPA's approval is yet to be obtained</p> <p>Tariq Road and KPT interchange" require complex solutions and these were not studied in detail/technical depth that is required, and is pending to be carried out during detailed design". It is mentioned that the consultant shall conduct detail baseline survey.</p> <p>In consideration of above, it is likely that following shall be needed to be undertaken for the total route. Obtaining of further baseline data;</p> <ol style="list-style-type: none"> 1. Ambient Air Quality 2. Noise Monitoring 	<p>During Design phase, the consultant shall monitor, ensure and confirm that environmental and social safeguards compliance is being made. Main tasks are:</p> <ol style="list-style-type: none"> 1. Review the environmental and social assessments (EIA, SIA and CLRP) previously conducted and completed, 2. Support the Client to make necessary amendments based on the detailed design, perform additional site and data analysis as necessary, carry out consultations with key stakeholders and prepare the revised version of environmental and social assessments. <p>It is recommended that only the data that is really needed to update the EIA and EMP be collected.</p> <p>The final EIA will need to be submitted to SEPA for their approval.</p>

	<p>3. Biological Environment including Flora & Fauna data etc.</p> <p>4. Socio-Economic Survey</p> <p>5. Meteorology and Climate data</p> <p>6. Surface & Groundwater Monitoring etc.</p> <p>7. Wastewater Monitoring etc.</p> <p>8. Sensitive areas</p> <p>Please clarify that the above outlined task are to be carried out by the consultant.</p>	
46	<p>Ref: Para vi; Page 97:</p> <p>Support the client in conducting stakeholders' consultation/workshop, if required, document the concerns, suggestions and improvements proposed and incorporate the outcomes in revised EIA, SIA, and CLRP.</p> <p>As a normal practice the client bear the costs pertaining to;</p> <ol style="list-style-type: none"> 1. SEPA NOC application Fees 2. Newspaper advert cost 3. Hotel cost for conducting the public hearing 4. Post public hearing / expert meeting 5. Due diligence of the two Depots <p>Please clarify the exact supports as may be required by the client to enable them to conduct their stakeholder's consultation and workshop.</p>	<p>The consultants are expected to provide all relevant logistics and experts support as are usually required to conduct such stakeholder's consultation and workshops. Therefore, all the expenses against such logistics and formalities will be borne by the consultant.</p> <p>The Client will assist the Consultant in preparing the list of stakeholders to invite to consultation workshop and issue the invitations.</p>

47	<p>Ref: Para iv; Page 97:</p> <p>Should the footprint or alignment of the project be modified causing additional potential adverse livelihood impacts not covered in the existing CLRP or were not within the scope of the CLRP prepared during the preliminary design stage, conduct additional assessment of livelihood impacts as required.</p> <p>In all probability the LRP will have to be done again and as it is an extensive exercise, your confirmation is required to incorporate in costing.</p>	<p>The CLRP, like the EIA and SIA will need to be revised to reflect the final designs. The effort and cost of this revision need to be reflected in the proposals. However, updating the CLRP is not a huge undertaking since the preliminary design version of the CLRP established a baseline (and cut-off date) of affected people within the right of way, these should not change a lot in principle with the detail designs.</p>
48	<p>Ref: Para xi; Page 98 :</p> <p>Guide and support the Client in arranging the re-disclosure of SG documents, at/on all appropriate forums including official websites of GoS, SMTA and PMT. Please clarify the exact supports as may be required by the client to enable them to conduct disclosure of Safeguard documents in all appropriate forums?</p>	<p>This includes supporting the Client re-disclose the final safeguards documents on SMTA and Project website, as well as disclose locally as per provincial rules and World Bank requirements.</p>
49	<p>Ref: Point No xiv; Page 98:</p> <p>We assume all the works will be included within the Right of Way (RoW) either for the BRT YL and for the off-corridors, thus no need land acquisition. Please, confirm.</p>	<p>Correct, in principle no land acquisition is needed as per the preliminary designs. However, in the unlikely event that the final detailed designs require land acquisition, the Consultant shall update the SIA accordingly. Please note that the relocation of vendors within the ROW (including mobile ones) is addressed in the CLRP document and this will need to be updated as well.</p>

50	<p>Ref:Page 99; Section 4.1.6:</p> <p>There is no definition of the Lod and uses of the BIM model, while in pg110, there is a detail definition of what would be required for the BIM Model. Please confirm if the Pg 110 Bim standards are applicable in design development stage.</p>	Confirmed.
51	<p>Ref: Page No 99; BIM Model:</p> <p>The RFP is a bit opened in terms of BIM requirements. Please, specify a bit more the BIM Requirements. We assume for the Detailed Design LOD between 250 and 350, depending on the discipline and a Level of 3D. Please, confirm.</p>	<p>The BIM requirements are specified on page 109-110.</p> <p>The Consultant will undertake the design stage using processes compliant with BIM 2.0 (or later), as defined in BS 1192 or equivalent. All design layers embedded in 4D BIM model with materials information including recommended vendors. During the construction stage of the project, the consultant shall use BIM 2.0 (or later) processes to fulfill its contractual obligations to the Client</p>
52	<p>Ref: Page 100: Table 3, Package 4:</p> <p>This Package is on priority and it is stated that the bidding document is to be completed in two months. The detailed design review of D & B will be in three weeks. After the submission of the design by the contractor, the time for the bidding process, the selection of bidder, and the bidding award of the contract is not mentioned.</p>	<p>The timeline for the procurement of the D&B contractor for Package 4 should not affect the preparation of proposals. It will obviously follow the standard timeline for bidding of civil works in a D&B mode.</p>

53	<p>Ref: Page 111: Table 4 & Page 115: Table 6:</p> <p>The schedule of delivery for “Supporting Studies and Analysis” requires eight engineering reports with analysis, all to be submitted in 3 months whereas Table 6 on page 115 shows 4 months.</p> <p>Besides, in any case be it 3 months or 4 months the duration envisaged is extremely tight and needs to be re-assessed. It is also evident from the fact that some of the surveys are interdependent like a utility survey is dependent on topographic surveys and coordination with utility agencies. And so on --- and thus the time duration be rationalized.</p> <p>Please, clarify if the site surveys and approvals are included within this programme. And if so, please, clarify the review and approvals processes to be allocated in the Programme.</p>	<p>Apologies for that. The timeline for the delivery of the “Interim Report - Supporting Studies and Analysis” is 4 months.</p> <p>As such, both the topographic and utility surveys may be undertaken simultaneously.</p> <p>Please go through Submission and Approval of Deliverables section at Page 115.</p>
54	<p>Ref: Page 112 Table 5 & Page 115: Table 6:</p> <p>It is mentioned that Procurement Package 3 & 5 in table 5 shows 7 months whereas in table 6 on page 115 it shows more than 7 months.</p>	<p>There is no discrepancy in table 5 and 6 on these timelines. However, Table 6 includes draft and final submissions.</p> <p>In case of confusion in timelines, please consider table 6 as the correct one.</p>
55	<p>Ref: Page 125; Some Important Considerations (ii) :</p> <p>It is mentioned that certified copies of the highest educational certificates shall be provided of all the key staff. Clarification is required as to whose certification shall be acceptable.</p>	<p>See previous response.</p> <p>Certified copies of all educational diplomas shall be provided and not only a scan copy of the original. The certification of copies of diplomas shall follow local applicable rules where the educational diploma (degree) was issued. However, this is not needed at the proposal stage, the Client will request it at the contract award stage for prior verification. Please see response number 26.</p>

56	<p>Ref: Point No 1; Page No 125:</p> <p>Some of the Key experts requested for the Phase 1, are very difficult to find and have them located in Pakistan 80% of their assignment dedication. The Design profiles must dedicate most of their time with the design teams (mostly overseas). Please, clarify if that percentage can be reduced in the Methodology to get the best specialist world-wide.</p>	Unfortunately, not.
57	<p>Ref: Point (i); Page 125:</p> <p>Estimated Staff Man-months are provided on Pg. 125 of the RFP, for the Key and Non-Key Staff. The RFP requires that the proposal shall include at least the estimate provided in the RFP (Pg. 18 & 34). Man-months adjustment may be required in the Specified Staff to accommodate other required staff and some positions need to be moved between Key and Non-Key Staff, e.g., BIM Specialist. Confirmation Required.</p>	Please refer to our clarifications above on a similar query. No positions should be removed from non-key to key staff and vis versa. However, the Consultant is free to adjust upward (not downward) the man-months of any staff, the RFP gives an indicative staff inputs (man-months) for all positions.
58	<p>Please, clarify if there are more site campaigns (i.e. geotechnical surveys, topographical surveys, traffic counting, road inventory, etc.) available for the Detailed Design than the ones included in the Yellow Line 2019 Preliminary Design.</p>	<p>All site survey and investigation that were conducted during the Preliminary Designs phase were provided in soft copy with the RFP.</p> <p>Please refer to the deliverables prepared at the preliminary design stage from the web-link provided in our email dated 6th November 2020</p>
59	<p>The RFP scores specific experience in design and construction supervision in BRT and in Asia. We wonder if experiences in BRT in other countries will also be accepted and value.</p>	For that particular criteria, The Client will assess whether the Consultant has experience in preparing detailed design and providing procurement support and in providing construction supervisions services in Bus Rapid Transit (BRT) projects in Asia and the number of such completed projects.

60	Please confirm that there is no initial capacity analysis for the stations.	<p>Please refer to the Feasibility Study report.</p> <p>Please refer Page 85 under section “Supporting Technical Studies and Analysis” (Point No.1).</p>
61	Please confirm if there is a capacity analysis for Depot, required number of bus parking spaces and maintenance areas.	<p>Please refer to the Feasibility Study report and the Preliminary Designs report.</p> <p>Please refer Page 85 under section “Supporting Technical Studies and Analysis” (Point No.1).</p>
62	There is no preliminary identification of possible intermodal stations. Please indicate if there is an initial approach to which stations will have important intermodal exchange, and these type of stations will have to design as a special type.	<p>Please refer to the Feasibility Study report and the Preliminary Designs report.</p> <p>Please refer Page 85 under section “Supporting Technical Studies and Analysis” (Point No.1).</p>
63	Is there any standard and code established to defined life& safety strategy?	World Bank Group guidelines on Environmental, Health and Safety should be followed as well as local applicable laws and regulations.
64	Refer Sec 02 ITC- Data sheet clause 17.9 page 36. Request for one month extension in bid submission in consideration of the fact that it is going to be Christmas around; generally holiday/ leave season; and limitations in working timing etc due to the increasing pandemic.	The deadline will not be extended, in fact it is due before Christmas.

Note: All the below questions do not really affect the ability of Consultants to prepare a proposal for this RFP. These are very specific designs issues to be discussed and debated during the preparation of detailed designs. Furthermore, some of these questions should be answered by the selected Consultant as part of his review of the existing preliminary designs.

#	Observations	Remarks	Response
65	Provided segment is 24-30m ROW	first 1+100m have a single lane for both movement for BRT, is it controlled by signal?	<p>Please refer to the Preliminary Designs report and drawings.</p> <p>Based on the review of the Preliminary Design, and the associated surveys and investigations undertaken, the Consultant shall undertake additional and comprehensive engineering surveys, field investigations and laboratory testing leading to updated technical studies and analyses, including, but not limited to, traffic engineering study (motorized and non-motorized flows including pedestrian), detailed surveys and investigations on utilities, detailed topographic surveys (with DTM of the entire corridor), hydrological, hydro-geological, geotechnical, and condition assessment on existing structures and pavement condition. These additional surveys, investigations, tests and analyses will aim to provide missing or refresh outdated data from the preliminary design phase in order to develop technically correct and comprehensive designs and relevant details.</p> <p>Please refer to the deliverables prepared at the preliminary design stage from the web-link provided in our email dated 6th November 2020. Further such matters will be discussed during the preparation of the detailed design.</p>
66	Provided drawing not showing the ROWs, services road, sharp curves etc.	For proposing standards lanes, separators etc., required ROW, is expropriation allow in detail design stage	
67	provided U-turns at kalapull road	Provided U-turns may effect on the existing utilities and for relocation of utility required big ROW	
68	Cross-section	Provided cross-section cross fall is not identical and typical cross fall	
		Cross -section not showing the motor bike corridor	
		Cross-section not showing the utility corridor	
69	Pavement	Are pavement types approved?	
70	Jam Sadiq , Kalapull and other bridges	for the existing structures, is assessment study done?	

71	Stormwater drainage design and relocation	Please share the stormwater drainage and relocation drawings soft copies	Please refer to the deliverables prepared at the preliminary design stage from the web-link provided in our email dated 6th November 2020. Further such matters will be discussed during the preparation of the detailed design.
72	Drainage in depots	is oil inceptor provided in oil spill locations like washing areas etc.	
73	In depots	please share the depots circulation plan	
74	Electrification	is exclusively sub - station recommended for depots?	
75	Feeders	Are feeders required improvements for road marking and sidewalks only?	Please see answer to question 44.
76	Road Safety Audits	is RSA required for the details design	Please go through Design Review and Road Safety Audit section at Page 127.
77	Pedestrian bridge locations	for the locations of pedestrian bridges, Is pedestrian accessibility study done?	Please note that the comprehensive pedestrian accessibility analysis to the stations and at various highly frequented locations along the corridor has to be carried out as the part of the TORs.
78	On page 8-4, geotechnical, hydro-geological and traffic analysis report requested to do it again in detail design stage	Any good reason to repeat these surveys	Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1). Further such matters will be discussed during the preparation of the detailed design.
79	Traffic management	Traffic management plan is not provided in the report	
		Motorcycle lanes are not provided in the preliminary stage drawings, introducing the motorcycle lane may affect the ROW	
80	Topographic survey	kindly provide the topographic survey (3D)	

		drawings, required the legends on the drawing for better understanding	
81	Traffic survey	Traffic survey data is insufficient, it may require new survey as well as analysis for full corridor	
82	Layout Plan	Layout plan should require legends	
83	Depots buildings	Buildings elevations and architecture are approved and finalized. Is this structure design are finalized. All steel structures are approved	
84	Street Light Poles	is street light poles size / height and laminar approved	
85	Station type	Station elevations and architecture are approved.	
86	Utilities drawing	Utilities drawing are not showing the clear picture of existing utilities, this requires again approval and locations of the existing utilities, Due to the critical utilities, road options may be change.	
87		Provided cross-section are not showing the utilities corridors	
88	At Numaish Area, there is no BUS rest area	At the end point for the Bus rest area or waiting area required at Numaish	Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1). Further such matters will be discussed during the preparation of the detailed design.
89	Traffic Volumes and Horizon Year for Traffic Analysis not mentioned	The basis of traffic volumes (traffic survey / strategic traffic model) is not mentioned in report. Similarly, the horizon year considered to perform traffic analysis is also not mentioned.	
90	Tariq road intersection: Grade separation provided only for BRT	Why not for the mixed traffic flow?	
91	Khalid Bin Waleed: Provided option is diverting the traffic from one junction to another	This junction requires full study including impact of the diverted traffic	

92	NMC Interchange: Provided option is diverting the traffic from one junctions to another	This junction required full study including impact of the diverted traffic at proposed U-Turn (in-out from U-Turn, merging and diverging, weaving etc.)
93	DHA Intersection: Provided option is diverting the traffic from one junction to another	This junction required full study including impact of the diverted traffic after closing the right turn movement in east and west bound direction
94	Khayaban-e-Ittehad Intersection: Proposed option of rerouting the right turn through that elevated U-turns would disturb the existing traffic flow due to the formation of weaving sections	traffic analysis of the weaving section should be carried out
95	Six (6) junctions intersections at Korangi industrial area: Provided options are grade separated including BRT lane with 2 lane for mix traffic	Provided improvement should be justified for the horizon year traffic volumes
96	Traffic analysis has been done considering isolated intersections	It is not providing the full understanding of the traffic flow. Traffic study is required considering entire corridor to understand if the proposed options are feasible?
	Suggestion	
97	We should conduct traffic analysis for the entire corridor (as one element to evaluate the coordination between the intersections before and after BRT introduction)	Please refer Page 85 under section "Supporting Technical Studies and Analysis" (Point No.1). Further such matters will be discussed during the preparation of the detailed design.

E



Muhammad Yousuf Munir <director.infra.smta@gmail.com>

IBRD 89950 (P166732) - draft response to Pre-Bid queries

Said Dahdah <sdahdah@worldbank.org>

Sat, Nov 28, 2020 at 4:03 PM

To: Muhammad Yousuf Munir <director.infra.smta@gmail.com>

Cc: Haider Raza <haza@worldbank.org>, Hasan Afzal Zaidi <hzaidi@worldbank.org>, Project Director

<pd.kmp.ylc@gmail.com>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD

<planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)"

<managingdirector.smta@gmail.com>, SMTA INFRA <kmp.infra.smta@gmail.com>

Dear Yousuf,

Thank you for sharing with us the responses to the questions raised by the shortlisted firms during pre-proposal.

We have no objection to the answers you prepared. They are clear and to the point, well done. Please go ahead and issue them today to all shortlisted firms.

I would like to reiterate as we discussed before that under no circumstances we will be approving an extension of the deadline for submission of proposals.

Next step : Let's agree please on a suitable time to give the CSC a training on how to evaluate technical proposals. Please send us your availability, I will then send a calendar invitation

Have a good week end

Best regards

Said

From: Muhammad Yousuf Munir <director.infra.smta@gmail.com>**Sent:** Saturday, November 28, 2020 1:30 PM**To:** Said Dahdah <sdahdah@worldbank.org>**Cc:** Haider Raza <haza@worldbank.org>; Hasan Afzal Zaidi <hzaidi@worldbank.org>; Project Director

<pd.kmp.ylc@gmail.com>; Rafay Ali Laghari <rafay.laghari.smta@gmail.com>; Consultant P & C TMTD

<planning.smtc@gmail.com>; Iqtidar Ahmed (managingdirector.smta@gmail.com) <managingdirector.smta@gmail.com>; SMTA INFRA <kmp.infra.smta@gmail.com>

Subject: IBRD 89950 (P166732) - draft response to Pre-Bid queries

[External]

Greetings Team,

Dear Mr. Said,

Please find attached draft responses to the queries of the Pre-Proposal meeting held on 19th November 2020 (according to the ITC 2.3). It was agreed in this meeting that the shortlisted consultants may send their queries pertaining to the pre-proposal, till 17:00 hours of 23rd November 2020. All four shortlisted consultants sent us their queries by the agreed timeline.

We are sending you the attached draft responses, as agreed by the CSC, for a formal No-Objection please.

Regards,

Yousuf



SMTA INFRA <kmp.infra.smta@gmail.com>

Karachi Mobility Project – Yellow BRT (Loan no. IBRD 8995-PK, Project ID: P166732) - List of queries - Batch-1

SMTA INFRA <kmp.infra.smta@gmail.com>

Sat, Nov 28, 2020 at 7:09 PM

To: Karim Zakaria <Karim.Zakaria@dar.com>

Cc: Rehan Zamin <rehanzamin@gmail.com>, Said Hayek <Said.Hayek@dar.com>, Ali Abbany <Ali.Abbany@dar.com>, pd.kmp.ylc@gmail.com, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, Mohammad Touska <Mohammad.Touska@dar.com>, Muhammad Yousuf Munir <director.infra.smta@gmail.com>

Greetings Everyone,

Dear Mr Karim and JV partners,

Please refer to the pre-proposal meeting held in SMTA office on 19th November 2020. In the same regard, please find attached our response to the queries raised by shortlisted consultants.

Further please note that there is no extension in timelines for submission of the proposals.

With best wishes,
Regards

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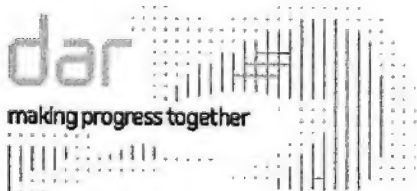

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Submission of EOI for Karachi Mobility Project - Yellow Line

SMTA INFRA <kmp.infra.smta@gmail.com>

To: Rafay Ahmed Siddiqui <rafay.ahmed@osmani.com>

Cc: "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>, pd.kmp.ylc@gmail.com, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, Co Laghari <rafay.laghari.smta@gmail.com>, shariqahmed84@yahoo.com

Greetings Everyone,

Dear Mr Rafay and JV partners,

Please refer to the pre-proposal meeting held in SMTA office on 19th November 2020. In the same regard, please find attached our response to the queries raised by shortlisted consult

Further please note that there is no extension in timelines for submission of the proposals.

With best wishes,
Regards

On Mon, 23 Nov 2020, 4:08 PM Rafay Ahmed Siddiqui, <rafay.ahmed@osmani.com> wrote:
Dear Sir,

We have the following questions:

- Traffic analyses for the proposed interventions are based on current data. No analysis on the future performance of the traffic network (LOS etc) is offered, especially service. As such, traffic forecasting and future LOS conditions in proposed corridors are required.
- Traffic composition in intersections is not clear. Data is needed on the percentage of heavy vehicles, rickshaws and especially motorcycles. Are these available?
- Roundabouts are replaced with traffic lights of possibly lower capacity. A detailed verification on the reasons beyond improving the LOS is necessary?
- Why is LOS improving? Is it because of lower traffic shifted to the BRT line? This is not justified.
- Insights on the BRT performance and operations, as well as estimated ridership are missing.
- Is the feeder network final or may be revised afterwards? What is the percentage or volume of ridership expected to be transferred from the feeder network to the
- There are lines running in parallel and relatively close to the BRT line (Yellow trunk 1) – this is actually competing with the Yellow line and not feeding it?
- What is the fleet size expected to operate the BRT?
- The man-months for the supervision phase seems to be insufficient especially if you compare it with an equivalent project being carried out i.e ADB's RedLine B
- Are these man-months locked or indicative? If they are indicative then it's recommended to kindly lock the requirement so all bidders bid on a level playing field
- It is requested that all data available with M/s NESPAK in soft form including any design files, geo-tech, traffic, topographic data for the preliminary design stage NESPAK's bid does not constitute to be a "conflict of interest".
- As per World Bank bidding procedures, government entities or government owned entities are not allowed to participate in the bidding process. Even though NE ownership lies with the government and government employees. It is requested that beneficial ownership structure of NESPAK as registered with the Securities & Ex with all for the satisfaction of all bidders.
- In the RFP, it is not clear whether it is fixed that any positions have to be filled by international or national professionals. Is it open as per the qualifications?
- Do we proceed straight to the detailed design? Or is feasibility and PC-1 part of our scope?
- It says in the RFP that it is expected that 20 fresh engineers are expected to be placed. Are they in addition to the project proposed man-months?
- Engineers' Facilities especially the vehicles, offices, security of the offices is not clear especially who will be bearing the expenses? The consultant or the Client?

We have the following remarks/comments that shall need clarification:

S. No.	Observations	Remarks
1	Provided segment is 24-30m ROW	first 1+100m have a single lane for both movement for BRT, is it controlled by sig
2	Provided drawing not showing the ROWs, services road, sharp curves etc.	For proposing standards lanes, separators etc., required ROW, is expropriation allo
3	provided U-turns at kalapull road	Provided U-turns may effect on the existing utilities and for relocation of utility re
4	Cross-section	Provided cross-section cross fall is not identical and typical cross fall
		Cross -section not showing the motor bike corridor
		Cross-section not showing the utility corridor
5	Pavement	Are pavement types approved?
6	Jam Sadiq, Kalapull and other bridges	for the existing structures, is assessment study done?
7	Stormwater drainage design and relocation	Please share the stormwater drainage and relocation drawings soft copies
8	Drainage in depots	is oil inceptor provided in oil spill locations like washing areas etc.
9	In depots	please share the depots circulation plan
10	Electrification	is exclusively sub - station recommended for depots?
11	Feeders	Are feeders required improvements for road marking and sidewalks only?
12	Road Safety Audits	is RSA required for the details design
13	Pedestrian bridge locations	for the locations of pedestrian bridges, Is pedestrian accessibility study done?
14	On page 8-4, geotechnical, hydro-geological and traffic analysis report requested to do it again in detail design stage	Any good reason to repeat these surveys
15	Traffic management	Traffic management plan is not provided in the report
		Motorcycle lanes are not provided in the preliminary stage drawings, introducing t
		the ROW
16	Topographic survey	kindly provide the topographic survey (3D) drawings, required the legends on the
17	Traffic survey	Traffic survey data is insufficient, it may require new survey as well as analysis fo
18	Layout Plan	Layout plan should require legends
19	Depots buildings	Buildings elevations and architecture are approved and finalized, is this structure design are finalized.
20	Street Light Poles	All steel structures are approved
21	Station type	is street light poles size / height and laminar approved
22	Utilities drawing	station elevations and architecture are approved.
		Utilities drawing are not showing the clear picture of existing utilities, this requires again approval and locations of the existing utilities,



SMTA INFRA <kmp.infra.smta@gmail.com>

Pre-proposal Conference 19th November - Karachi Mobility Project - Yellow Line

SMTA INFRA <kmp.infra.smta@gmail.com>

Sat, Nov 28, 2020 at 7:13 PM

To: "MECQINION Chloé (SCE)" <chloe.mecqinon@sce.fr>

Cc: pd.kmp.ylc@gmail.com, "Ashar H. Lodi" <ashar.lodi@exponent.com.pk>, "OLANGUA Vincent (SCE)"

<vincent.olangua@sce.fr>, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD

<planning.smtc@gmail.com>, "Iqtidar Ahmed (managingdirector.smta@gmail.com)"

<managingdirector.smta@gmail.com>, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, susan@hho.co.za,

"Mneimne, Said" <SaidMneimne@hillintl.com>, Wagner Colombini Martins <wagner.colombini@logiteng.com>, "Fakhar

Un Nisa, Syeda" <SyedaFakharUnNisa@hillintl.com>, "Singh, Alok" <AlokSingh@hillintl.com>

Greetings Everyone,

Dear Chloe and JV partners,

Please refer to the pre-proposal meeting held in SMTA office on 19th November 2020. In the same regard, please find attached our response to the queries raised by shortlisted consultants.

Further please note that there is no extension in timelines for submission of the proposals.

With best wishes,

Regards

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11 attachments



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SMTA INFRA <kmp.infra.smta@gmail.com>

Submittal EOI for Yellow Line BRT by TYPsa/MMP/AsCE

SMTA INFRA <kmp.infra.smta@gmail.com>

Sat, Nov 28, 2020 at 7:04 PM

To: Ejaz Alam <ejaz.alam@mmpakistan.com>

Cc: ADAME DE HEU PATRICIO <padame@typsa.es>, Muhammad Yousuf Munir <director.infra.smta@gmail.com>, management@mmpakistan.com, RODRIGUEZ CASTELLANOS ANTONIO <arcastellanos@typsa.es>, SILVESTRE ALVAREZ FRANCISCO <fsilvestre@typsa.es>, SERNA FERNANDEZ CARMEN <cserna@typsa.es>, sajjad.anwar@mmpakistan.com, Rafay Ali Laghari <rafay.laghari.smta@gmail.com>, Consultant P & C TMTD <planning.smtc@gmail.com>, pd.kmp.ylc@gmail.com, "Iqtidar Ahmed (managingdirector.smta@gmail.com)" <managingdirector.smta@gmail.com>

Greetings Everyone,

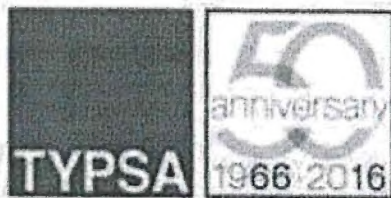
Dear Ejaz sahib and JV partners,

Please refer to the pre-proposal meeting held in SMTA office on 19th November 2020. In the same regard, please find attached our response to the queries raised by shortlisted consultants.

Further please note that there is no extension in timelines for submission of the proposals.

With best wishes,
Regards

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